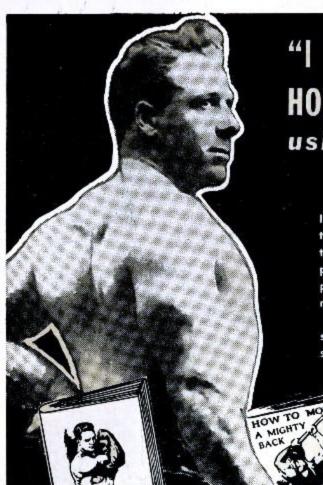
13/41/2 SEPTEMBER 64 Pages

OFFENSE!





"I Will Show YOU . . . HOW TO BUILD A MIGHTY BODY using my quick, easy methods," says George 4. Jowett

I want to help you to develop mighty muscles — arms with the power to obey your will - a big, strong, muscular back that "packs a punch" - a deep "barrel" chest arched with power—a powerful grip that crushes—and legs that are real props of tireless leaping power! A real he-man's body that men will respect and women will admire!

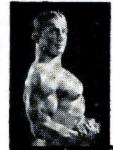
George F. Jowett, winner of many world contests for strength and physical perfection! He actually holds more strength records than any living athlete or Teacher!



HOW TO N

- 1 HOW TO MOLD A MIGHTY ARM. This book shows you how to develop a pair of chain-breaking bloops. Why not get an arm of might with the power and grip to obey your physical desires? George F. Jowett gives you his secret methods of strength development, illustrated and explained as you like them.
- 2 HOW TO MOLD A MIGHTY BACK. Look at George F. Jowett pictured above. Note the big spread and tapering waist. Let him help you build a back of power, square trim shoulders with the enviable military spread.
- 3 HOW TO MOLD A MIGHTY CHEST. Tells you how to make your chest a real power house of vital energy—with straps of muscles to protect your heart and lungs. If you have a narrow, sunken chest, bare ribs, sparrow or chicken chest, he will show you how to improve it so that you will be proud to show it off!
- 4 HOW TO MOLD A MIGHTY GRIP. A complete course that will show how you can get a grip of steel! What would you give for a forearm with a bone crushing grip? Wrists thickened with live sinewy cables! Fingers strong as steel pincers. A hand like an iron vise—yet sensitive.
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owe everything to
Jowett methods!"
Look at this chest—
then consider the
value of the Jowett
Courses!





HOW TO MOLD

MIGHTY CHEST

### JOWETT'S PHOTO BOOK OF FAMOUS STRONG MEN!

With your order for Jowett's famous Courses in book form, you will receive this valuable book FREE, at no extra charge, if you send the Coupon today! It tells the enthralling life story of George Jowett-sets forth the Rules of constructive living which have made Jowett the "Champion of Champlons.

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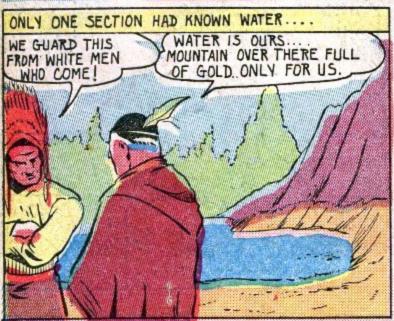




# DEVIL'S HIGHWAY











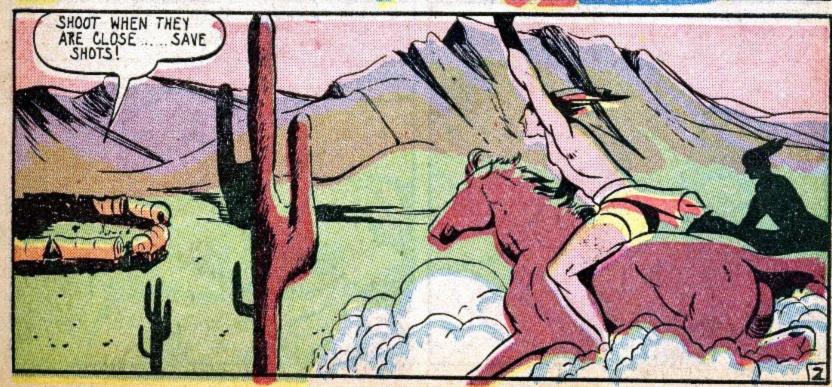






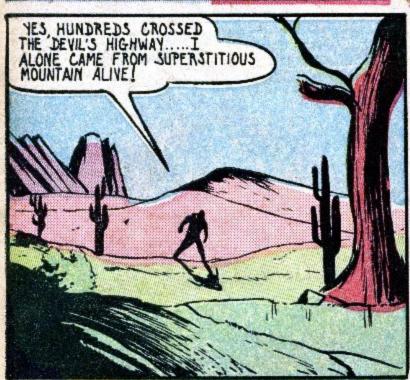












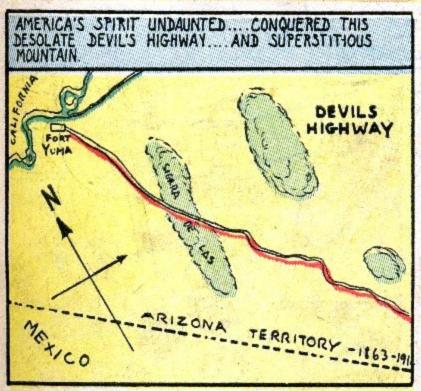














### FREE FOR ASTHMA

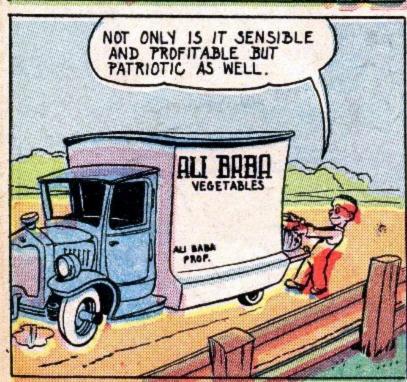
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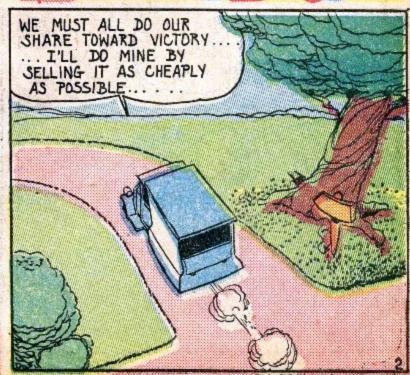




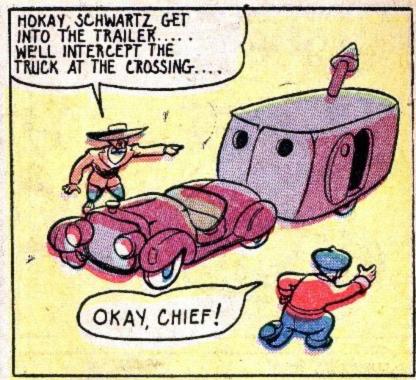


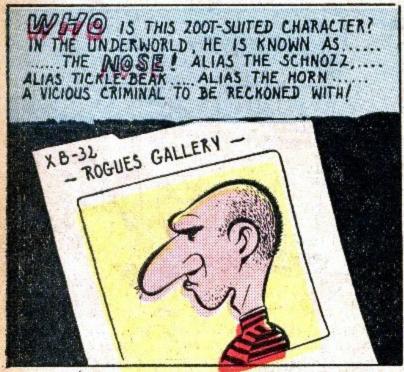




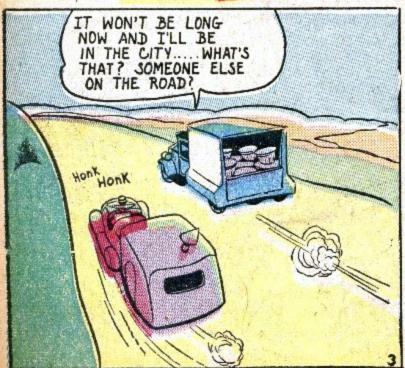




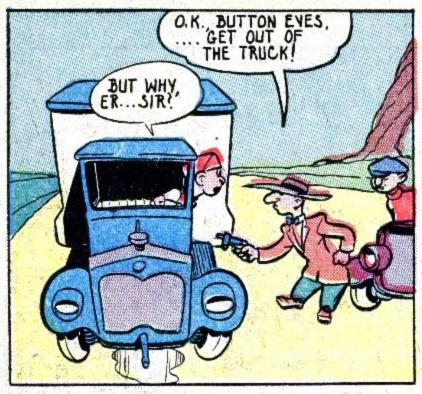


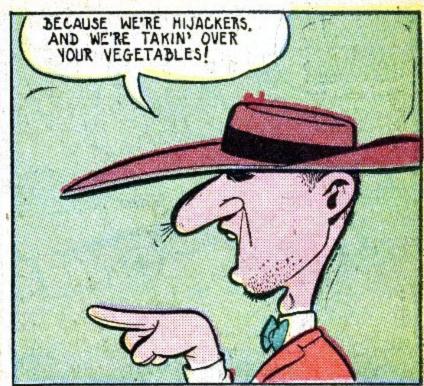




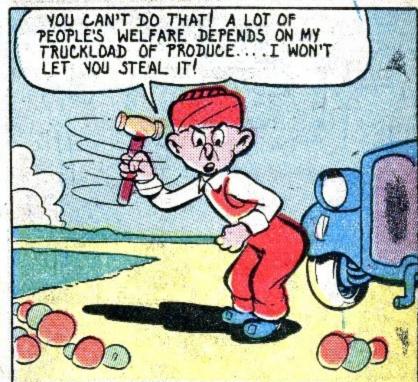


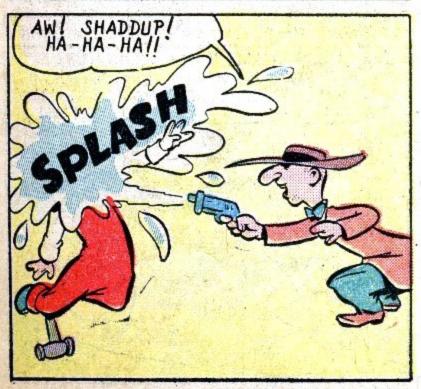


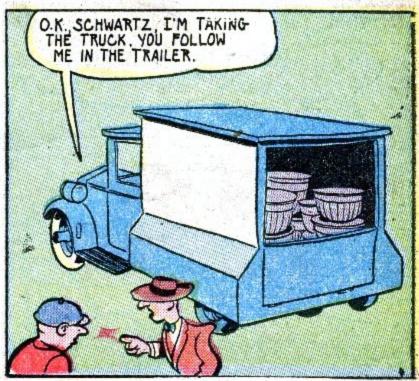






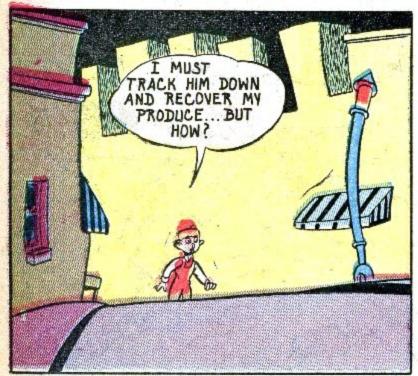


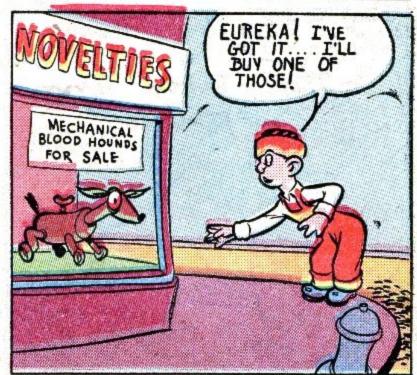






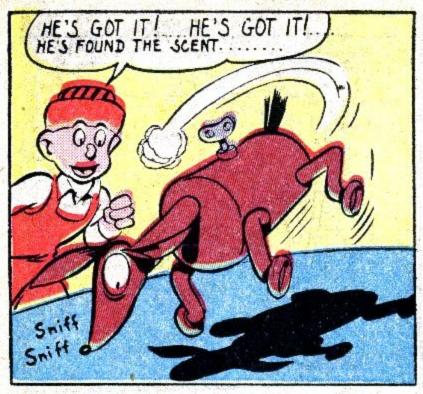


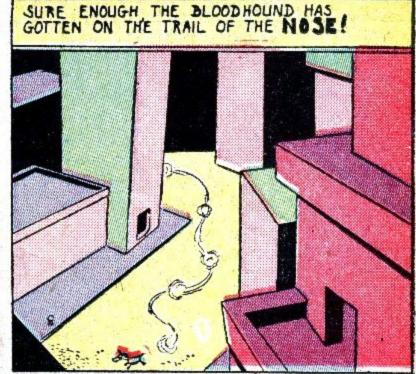


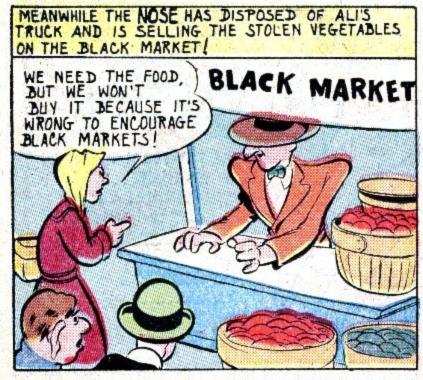












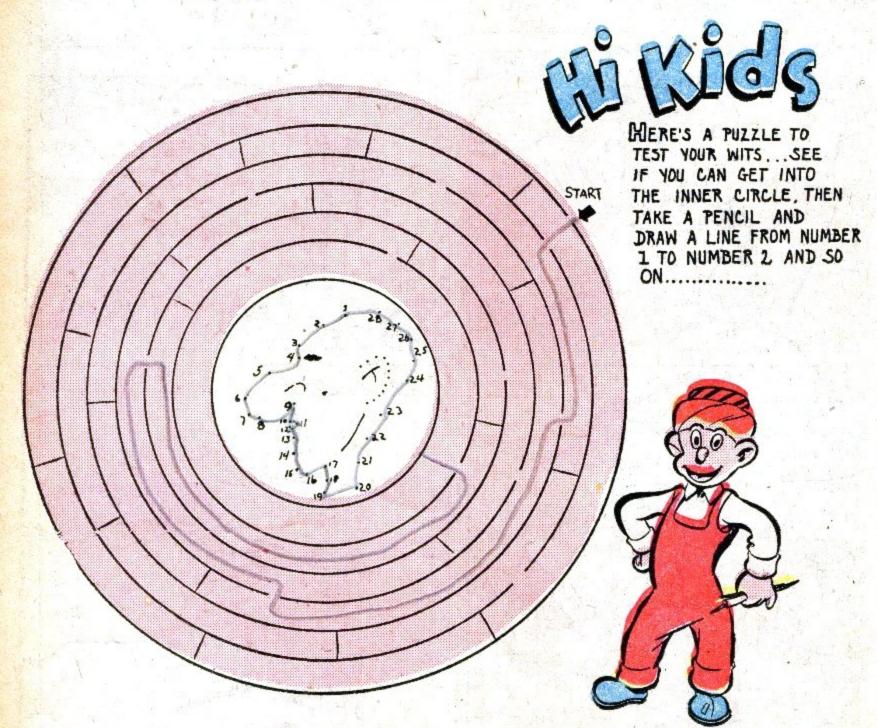










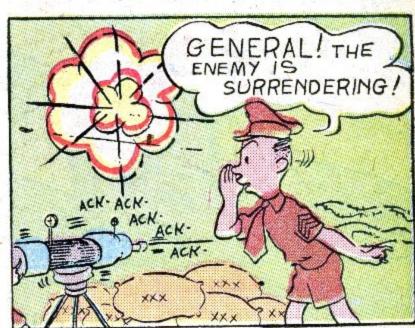


## CITTLE WILLIE













## CAUGHT BY DUSTY HANDS

BY MONTGOMERY MULFORD

AS TOLD TO





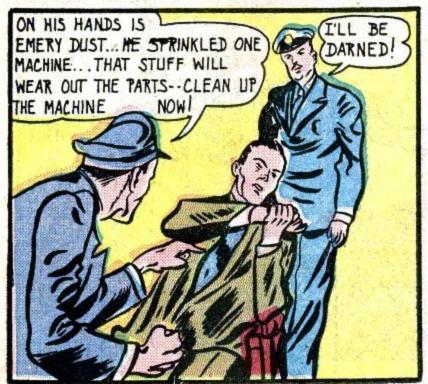








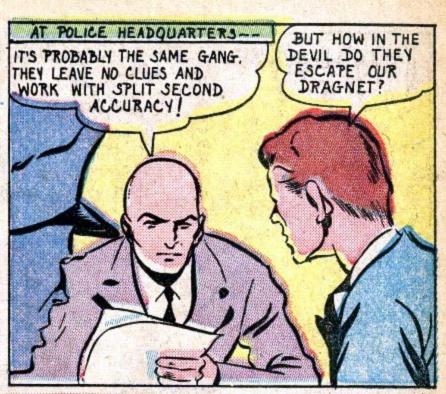






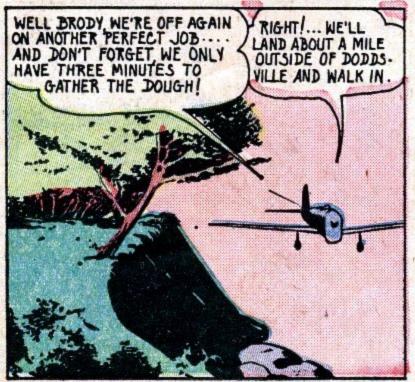




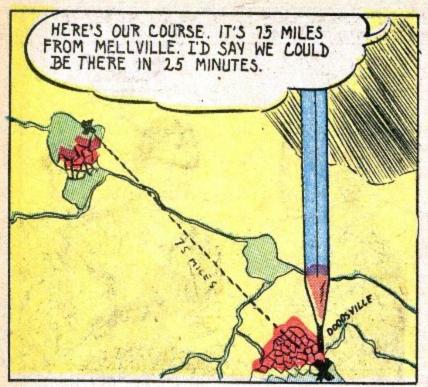


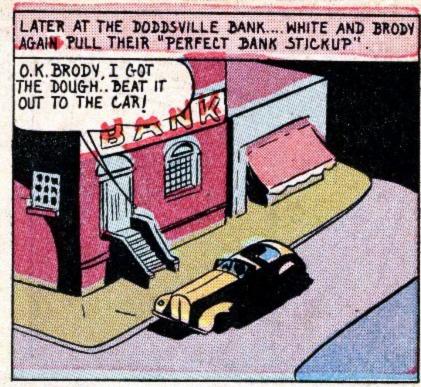




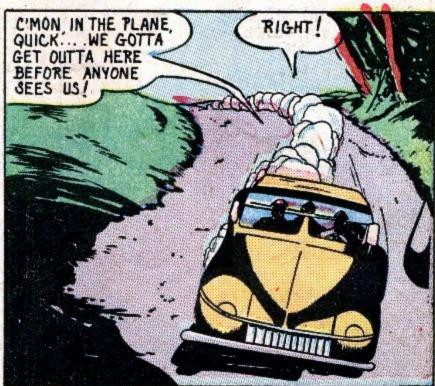










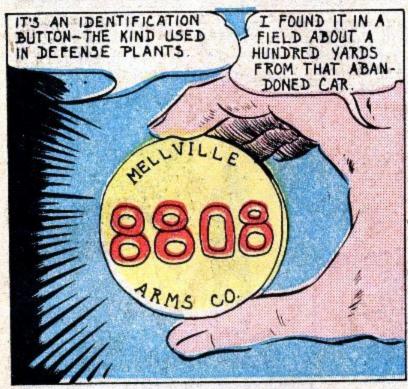










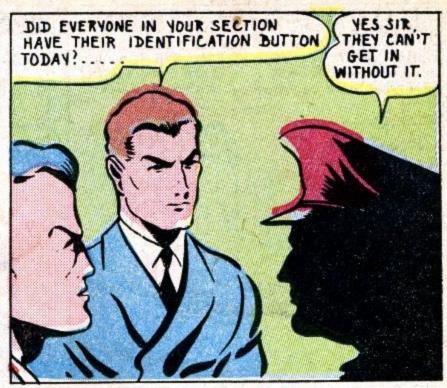




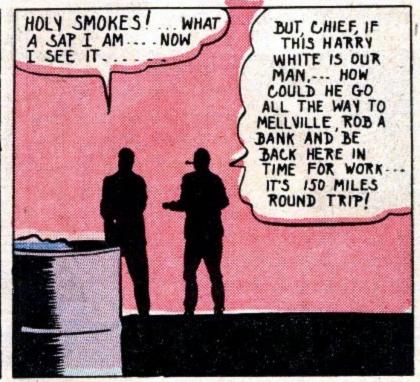




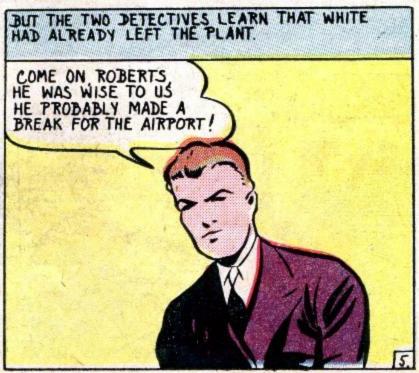








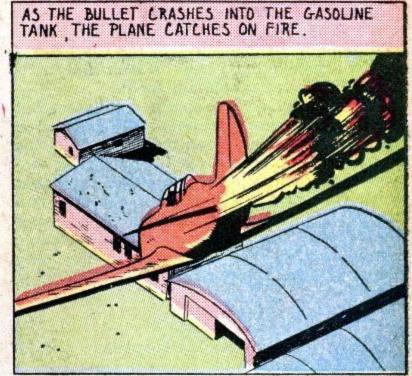


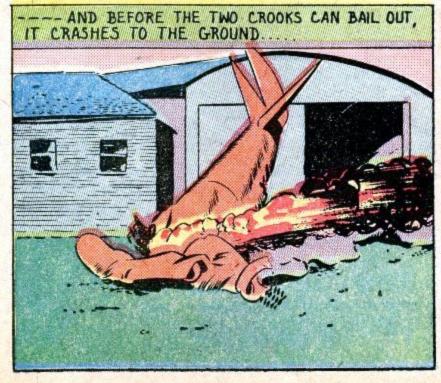














WELL, ROBERTS, THEY'RE

NEXT
MONTH
ANOTHER
CRIME
REPORTER
STORY
WILL BE
PRESENTED
IN
BLUE
BEETLE
COMICS!

### Putting Planes Through Their Paces

Not long ago an accomplished woman flight instructor came in for a landing in a small plane, after showing a prospective student that it was a simple matter to learn to

fly.

They were almost at the edge of the field, and in the midst of a turn to line up with the runway, when she realized something was wrong. She could not move her left foot, and she saw that her high heel was caught in the slot in the floor board in which the rudder pedal worked. She tried desperately to free her foot, and to get the plane out of the turn which was rapidly pulling it into the ground for a crash landing.

In spite of all she could do, the plane hooked a wing and turned into the ground. The passenger was fatally injured, and the

instructor had one of her legs broken.

This is one type of aviation problem which the Aeronautical Inspectors of the Civil Aeronautics Administration meet in their daily rou-

tine. They have a solution for it.

From another source comes a different but equally dangerous problem. The pilot of a larger, much faster plane suddenly finds his controls limp and useless in the air and he maneuvers the plane to the ground in a landing which washes out the plane but injures him only slightly. He is unable to tell the inspector what caused the trouble, and a microscopic examination of the wreckage is the only means of developing clues.

### Solve Tough Problems

Finally, to check on his suspicions, the inspector takes a similar plane up and puts it through its paces. He finds that at high speeds, the ailerons of the plane develops a dangerous flutter. He knows from his long experience with airplanes that if this high speed is maintained the flutter will get worse, and eventually tear the ailerons off and cause a crash.

The cure in each case is somewhat similar. All owners of the small training plane on record with the CAA are advised by wire not to fly their planes until certain changes have been made in the floorboard slot to prevent a repetition of the heel accident. The manufacturer is instructed to send metal strips which the owner can easily apply to guard against such an accident. Soon all such planes are so equipped, and in the factory, the manufacturer incorporates the improvement in all his new models.

Every owner of the high-powered plane is advised by wire not to fly his plane above 140 miles an hour, and soon the CAA sends a "placard" which must be placed within view of the pilot warning against exceeding the 140 mile an hour speed limit.

These are typical jobs for CAA's general inspectors. Some others are more dramatic.

Not long ago, the new giant seaplane of a well-known manufacturer was being tested for its approved type certificate to be granted by the CAA. The Flight Inspector on duty was an old-timer in aviation, a skilled and practical pilot. His salary was in the neighborhood of \$3800 a year. He sat in the huge cockpit alongside the manufacturer's test pilot, a leader in the business. This pilot's salary is \$10,000, and while he is engaged on such a test, he gets an additional \$100 an hour.

### Shocked the Test Pilot

"I want to see what happens when she is stalled," said the CAA man.

"You can't stall a ship like this!" said the horrified company man. "Why there's no telling what will happen."

"Yeah, I know. That's what I want to find out. The pilots who are to fly this plane have a right to know how she will act in a stall. And the passengers she will carry have a right to have a completely informed pilot flying her when they ride in her."

Everybody at the plant bucked the idea. The engineers predicted awful things, the manufacturer protested to authorities, but the CAA inspector still wanted to know, and, as representative of the traveling public, he was boss. So they stalled her.

Afterward, everybody was pleased with the results. The plane behaved beautifully in a stall, but the experience of stalling a huge plane like that was one which the crew long remembered. All pilots of that ship from now on, however, owe a debt of gratitude to the humble CAA inspector whose work calls him daily into dangerous and difficult situations.

Some day when John Doe and Mary Roe, typical Americans, buy and fly their own planes, it will be safer for them because these CAA inspectors have studied and watched and learned through the long years, and passed their special knowledge along to the plane designers and builders.

### They Fly From II to 83 Years of Age

No one is ever too young or too old to fly to judge from the actual cases of capable aviators.

Here is the true story of an old man of 83 who is still an excellent flier. In the previous issue of BLUE BEETLE, was the account of a little girl who started to fly when she was only 11.

As recently as 15 years ago, the great majority of people thought that anyone who could handle an airplane was a rare wonder. But now, flying over the Atlantic Ocean is about as unusual as taking a bicycle trip.

When 83-year-old A. I. Martin of Montour Falls, N. Y., saw his favorite nephew plough up a row of beans on his farm with his airplane, he decided something would have to be done about this flying business.

"Louie," he said to his nephew, Louis R. Smith of Watkins, N. Y., "why don't you pick out a piece of the farm and use it for a landing place?" That suited Louie right down to the ground, and, together, they picked out a 15-acre spot and made it into a flying field. It soon became the most popular spot in the neighborhood, and the young men and women in the neighborhood flocked to the field.

Then Louie Smith wanted to go up for his commercial license, and he had to pile up a minimum of 200 hours of flying time to be qualified. His Uncle decided to help him, and that's where Mr. Martin got the flying bug. All through a cold December and January, he flew with Louis, and then one day stood on the field with the CAA inspector and watched Smith go through his flight tests.

The stocky old man turned to the inspector.
"Does age make much difference if a fellow wants to fly?"

"Well, yes," the inspector said. "You take a boy 20 and a boy 25, and the younger boy is likely to be the better flier."

### Starts to Fly at 79

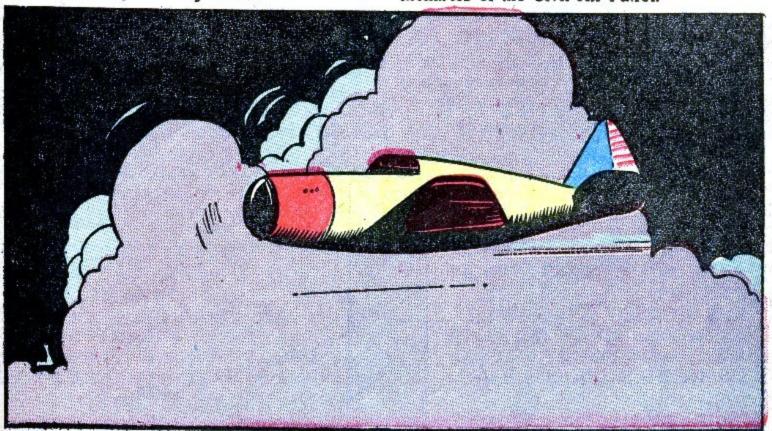
"How about a man 79 years old?" asked Martin. "Me, for instance?"

The inspector jumped a little and just looked at the old man. You know the kind of a look he gave him, but Mr. Martin had decided he would get into this flying fun, too, and he learned to fly.

He has very decided ideas about his flying, too. On his last physical examination for a license, he passed what amounts to the examination given for a commercial pilot's license, but he still has a student pilot's license which he renews each year. With this license, he may not carry passengers, and that suits him to a "T." He'd rather not, and to refuse, he says, would hurt someone's feelings. Se he keeps his student's permit, and carries Fluffy, his pet dog as his only passenger.

"I waited too long," Mr. Martin explains about his learning to fly. "Sixteen—that's the age to start flying. They take to it like a duck to water at that age."

Mr. Martin's son, Wellington Martin, 40 vears old, is a pilot. His son, Starr Andrew Martin is 18, and he's a pilot. All three are members of the Civil Air Patrol.



## amimals at MAR



### CAVALRY GOES INTO ACTION

THESE PHOTOS, BY U.S. ARMY SIGNAL CORPS, WERE TAKEN
DURING THE TRAINING MANEUVERS OF THE FIRST ARMY NEAR
CAMDEN, S.C. THEY SHOW MECHANIZED CAVALRY, CHARGING
THROUGH THE FIELD AT THEIR OBJECTIVE AFTER DETRUCKING
AND RECEIVING INSTRUCTIONS OVER THE RADIO FROM
RECONNAISSANCE PLANES.

DESPITE COUNTLESS NEW
INVENTIONS, THE OLD-FASHIONED
MULES AND HORSES ARE STILL
VERY NECESSARY IN THE PRESENT
WORLD WAR. IN FACT, IT WOULD BE
IMPOSSIBLE TO CONDUCT WAR WITHOUT THE AID OF MANY ANIMALS

DESPITE THOUSANDS OF MODERN HEAVY TRUCKS AND TANKS, HORSES CANNOT BE DISPENSED WITH.

RUSSIA HAS FOUND THAT HER HUNDREDS OF THOUSANDS OF CAVALRY HORSES PERFORMED INVALUABLE SER-VICES IN BEATING THE POWERFUL GERMANS.



CAISSONS PULLING THE HILL; A PART OF THE TRAINING PROGRAM OF THE CAVALRY DIVISION, CAMP FUNSTON, KAN.

NEITHER THE LIGHTNING SPEED OF THE RADIO NOR THE FAST-FLYING AIRPLANE HAS DONE AWAY WITH THE OLD-FASHIONED CARRIER PIGEON.

IN THE PREVIOUS ISSUE OF BLUE DEETLE, IT WAS SHOWN WHAT GRAND SERVICES THOUSANDS OF DOGS ARE DOING FOR UNCLE SAM'S ARMY.

THE CIRCUS ELEPHANT AMUSE CHILD-REN. THE NAZIS MAKE THE ELEPHANT DO HEAVY WORK. THE RUSSIAN SUDMARINES, ON DANGEROUS JOBS IN THE VERY COLD AND BLEAK WATERS OF THE FAR NORTH CARRY AS MASCOTS WHITE POLAR BEARS TO AMUSE AND INSPIRE THE SAILORS.

AND THOUSANDS OF FIGHTING CAMELS HELPED THE HEROIC AMERICAN AND ENGLISH ARMIES DEFEAT THE GERMANS IN AFRICA.

THE MULES OF BATTERY "B". 98 L. F.A. (PACK) PLOD SLOWLY ALONG TO A NEW POSITION IN THE MOUNTAINOUS COUNTRY OF HLMR. ONLY THIS KIND OF ARTILLERY CAN GAIN ACCESS TO MUCH OF THE ROUGH TERRAIN.













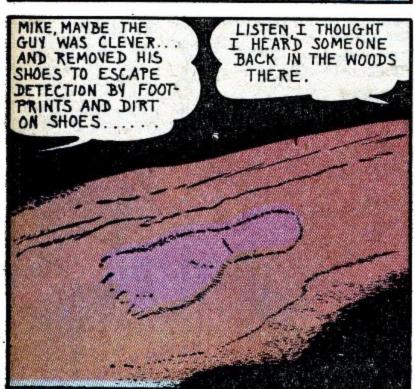




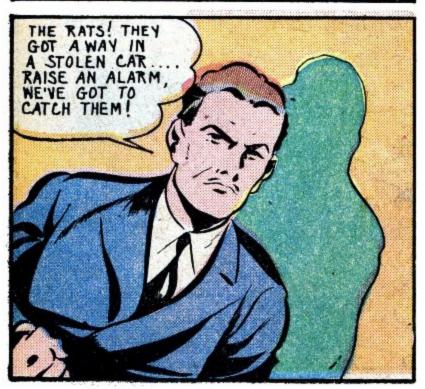














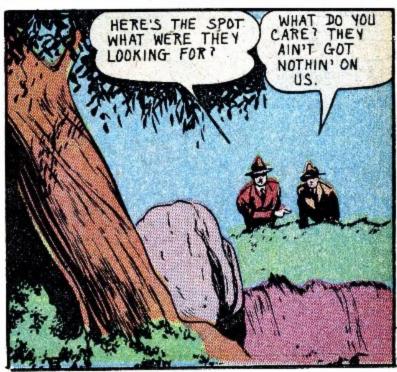




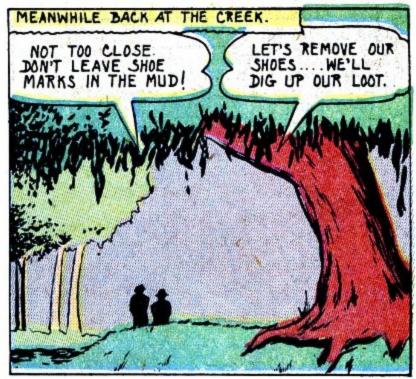


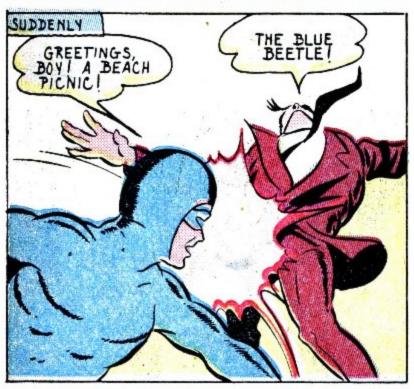


















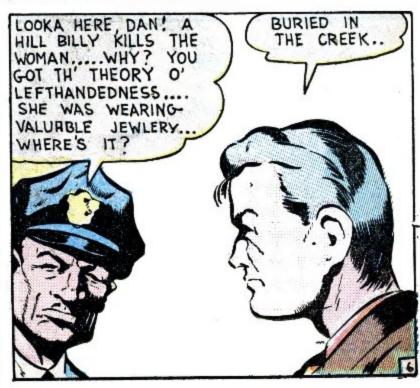










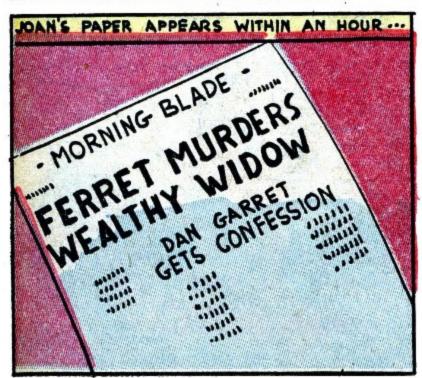






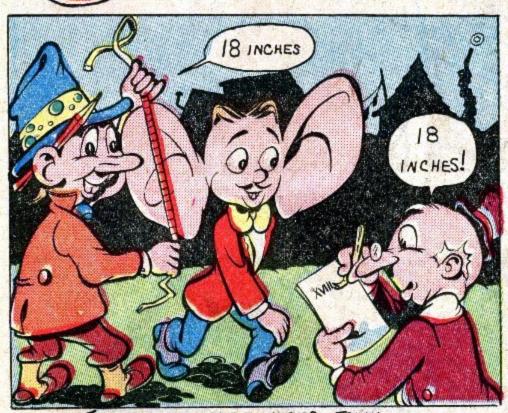




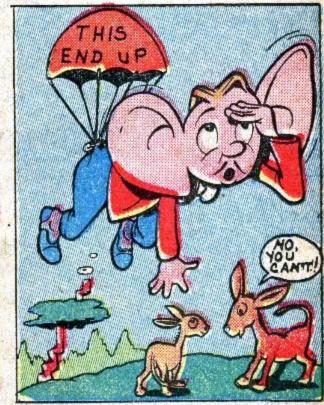


DON'T MISS NEXT MONTH'S BLUE BEETLE TERRIFIC!





THE BIGGEST EARS IN OUR TOWN WERE OWNED BY WILLIE WACK -



HE FLEW STRAIGHT UP-



AND HE COULDN'T GET DOWN-



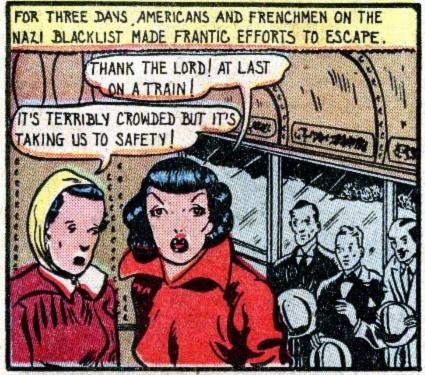
SO HE FLEW AWAY

AND HE NEVER CAME BACK ...

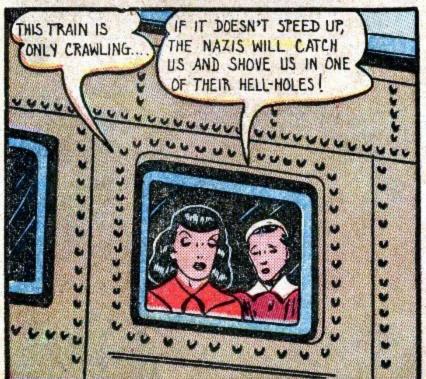
























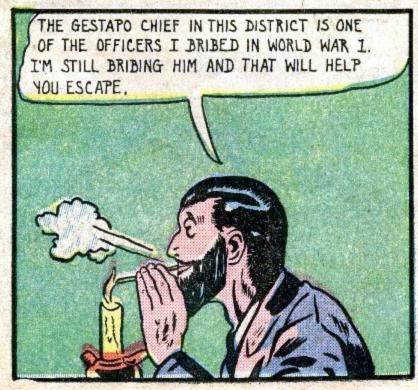














HANLE: "BECAUSE OF ARISTOCRATIC MEALTH I WAS A GUEST, WHILE VISITING VICHY AT THE FASHIDNABLE PLACES WHERE THE FRENCH POLITICAL TRAITORS ENTERTAINED THEIR GERMAN MASTERS."

FRANCOIS: "YOU DID NOT KNOW WHO WERE THE ENEMIES
OF OUR FRANCE?"

RENEE: "NO, I SELFISHLY ENJOYED THE EXPENSIVE
PARTIES THE NAZI ROBBERS THREW FOR US. A HANDSOME
GESTAPO OFFICER, FRITZ, FELL IN LOVE WITH ME. FOR
A SHORT TIME I WAS FASCINATED BY HIS LOOKS AND
POWER."



RENEE: "FRITZ SHOWED OFF BY TAKING ME TO MANY NAZI PRISONS. THERE, WHEN I SAW HIS BULLIES STARVE AND BREAK THE BONES OF LITTLE CHILDREN AND WEAK OLD MEN AND WOMEN, I BEGAN TO HATE ALL NAZIS."



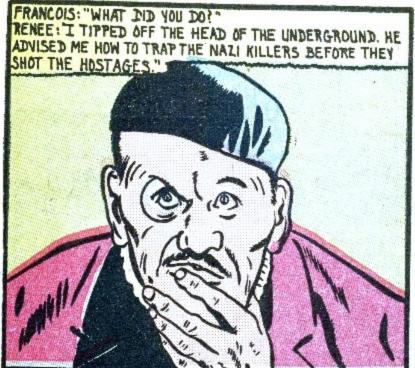
FRANCOIS: "WHY DIDN'T YOU KILL FRITZ?"
RENEE: A MILD OLD PROFESSOR OF THE PATRIOTIC FRENCH
UNDERGROUND, ADVISED ME TO KEEP PRETENDING THAT I



FRANCOIS: "IN THAT WAY YOU COULD LEARN MANY GERMAN SECRETS AS I DID WHEN I SMUGGLED?"
RENEE: "YES ONLY LOVE FOR MY COUNTRY COULD MAKE ME PRETEND THAT I LOVED FRITZ VON KUGEL"

















RENEE: WE WERE TOO LATE TO STOP THE KILLING OF THE INNOCENTS. BUT NOT TOO LATE TO WIPE OUT THE MURDER SQUAD - ALL EXCEPT FRITZ WHO WAS WOUNDED."



RENEE: WE RAN WILD WITH THE TANK FOUR OF MY PALS WERE KILLED BUT I ESCAPED FROM VICHY AND NOW AM CONTINUING MY FLIGHT TO FREEDOM FROM YOUR HOTEL,



ON THE THIRD DAY OF OUR STAY AT THE HORSE-SMUGGLER'S HOTEL, OUR PEACE WAS BROKEN.

FRENCH REFUGEE: "QUICK! HIDE! THE NAZIS ARE



WE RAN PANIC-STRICKEN TO OUR ROOMS.



BUT FRANCOIS WAS PLENTY SMART. HE STOLE UP TO US WITH REASSURING ADVICE.

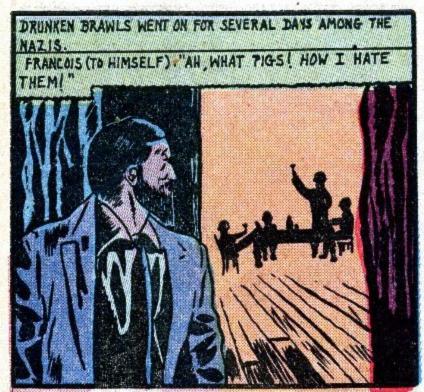
FRANCOIS: "LIE LOW FRIENDS, I'LL SEND FOOD UP TO YOU AND OUTSMART THE GERMANS."



DOWNSTAIRS IN THE DINING ROOM, THE GESTAPO AGENTS WERE BEING ROYALLY ENTERTAINED BY FRANCOIS.
FRANCOIS: "HERR KOMMANDANT, AS LONG AS YOU STAY IN MY HOTEL I'LL GIVE YOU PLENTY OF MY BEST FOOD AND WINE."

KOMMANDANT: "JA!WE RULERS OF THE WORLD MUST ALWAYS GET THE BEST!"





FRANCOIS AGAIN STOLE UP TO SEE THE REPUGEES
UPSTAIRS.
TIT'S A PITY TO WASTE MY BEST FRENCH WINE ON THE

"IT'S A PITY TO WASTE MY DEST FRENCH WINE ON THESE SWINE BUT THAT KEEPS EM SO DRUNK, THEY WILL NOT



THAT NIGHT, A DRUNKEN NAZI OFFICER STUMBLED UPSTAIRS AND CAUGHT A GLIMPSE OF RENEE.

GERMAN: "ACH! VAT A LOVELY GIRL! I MUST HAVE HER NOW."



BUT FRANÇOIS SAW THE WANDERING GERMAN ON THE STAIRWAY

FRANCOLS: "MEIN HERR, YOUR PRESENCE IS IMMEDIATELY DEMANDED WE MUST TOAST THE NEW COLONEL."



AGAIN FRANCOIS STOLE UP TO SEE THE REFUGEES.
FRANCOIS: "ONE OF THE GESTAPO SAW YOU, RENEE.
HE FELL HARD FOR YOUR BEAUTY PREPARE TO FLEE!"



RENEE: "NINE OF US WILL BE READY IN A FEN MINUTES."
FRANCOIS: "I'LL LEAD YOU DOWN A SECRET PASSAGE."



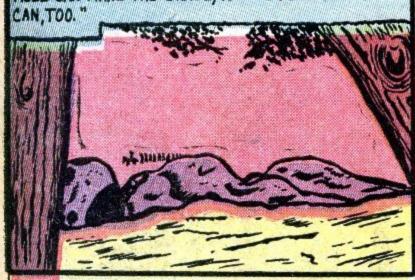
TEN MINUTES LATER....
"YOU ARE ALL TO FOLLOW ON FOOT THIS OLD WOMAN ON
HER MULE. SHE WILL GUIDE YOU ON YOUR FLIGHT TO
FREEDOM," SAID FRANCOIS.



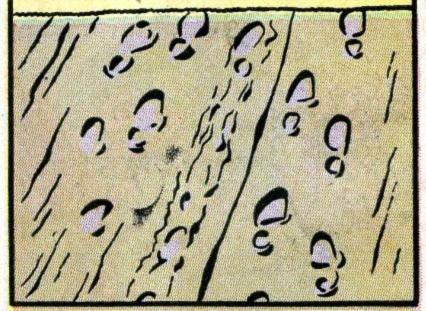


THREE BELGIANS MADE UP OUR REAR GUARD.
BELGIANS (TO OLD WOMAN): "MADAM, WE CAN'T MOVE
ANOTHER FOOT."

OLD WOMAN: "BAH, YOU SOFTIES. IF I AND MY OLD MULE CAN MAKE THE GRADE, YOU OVER-STUFFED MEN



AT NIGHT, THE THICK FOG HID OUR TRAIL. SLOWING UP AGAIN, EH, SOFTIES? IF THE NAZIS CATCH YOU, YOU WILL FIND THEM MUCH TOUGHER ON YOU THAN I.



AT MIDNIGHT, WE REACHED THE OLD WOMAN'S HOUSE IN THE MOUNTAINS NEAR THE BORDER.

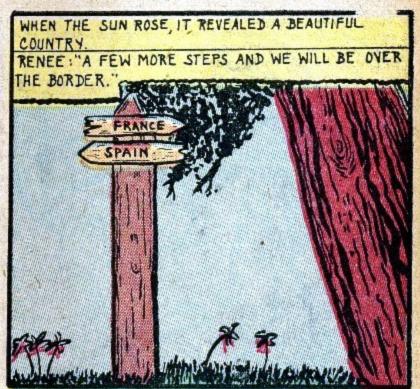
OLD WOMAN: "MY GUEST, HERE IS PLENTY OF GOOD FOOD FOR YOU. AND PLEASE FORGIVE ME FOR DEING MEAN. I HAD TO, TO GET YOU HERE SAFELY."



AT 4 A.M.
OLD WOMAN: "SORRY TO AWAKE YOU, DEAR FRIENDS, IN
THIS FOGGY DARKNESS, YOU HAVE THE BEST CHANCE OF
COVERING THE LAST MILE TO THE DORDER!"

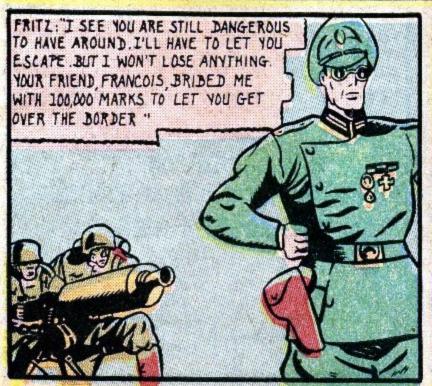


OLD WOMAN: "YOU WILL HAVE TO FEEL EYERN INCH OF
THE MOUNTAIN PATH."
RENEE: "ONE FALSE STEP AND WE FALL OVER THE 1,000 FOOT CLIFF."



CHIEF OF GESTAPO: "RENEE? YOU ALIVE? YOU ARE STILL A BEAUTIFUL DEVIL, MY FORMER SWEETHEART, I'D LIKE TO CRUSH YOU IN MY ARMS!"
RENEE: "FRITZ, FORGET THAT BUT DON'T FORGET THAT I REMEMBER THE 500,000 MARKS YOU STOLE FROM THE

GESTAPO HEADQUARTERS."





FRITZ: ALL RIGHT, YOU WIN. RUN ACROSS THE BORDER!

THE UNDERGROUND SPREAD THE WORD WE WERE COMING.
AT THE FIRST TOWN IN SPAIN, A COMMITTEE OF PROMINENT
CITIZENS MET US.
COMMITTEE: "WELCOME, LOVERS OF FREEDOM. WE WILL



FROM OUT OF THE COMMITTEE STEPPED A PRIEST AND A MEMBER OF THE AMERICAN JEWISH JOINT DISTRIBUTION COMMITTEE.

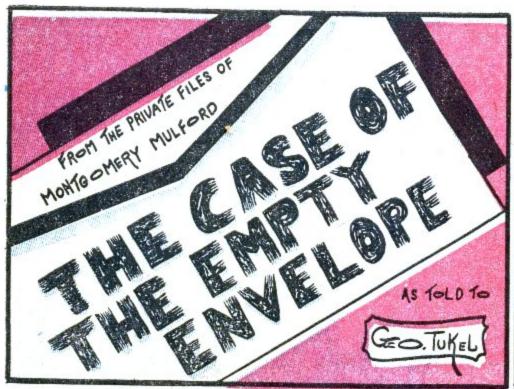
PRIEST: "MY AMERICAN JEWISH FRIEND HERE HAS ARRANGED THROUGH CHARITABLE ORGANIZATIONS TO HELP YOU



RENEE: "THE GERMANS ROBBED US OF ALL OUR HEALTH.
BUT THOUGH NOW I DO NOT HAVE A DOLLAR, I AM VERY
HAPPY AT LAST TO BREATHE THE FREE AIR OF THE
GREATEST COUNTRY IN THE WORLD - - - THE U.S. A.



IN THE NEXT ISSUE OF
BLUE BEETLE, YOU WILL READ
ABOUT ANOTHER NATIONAL
HERO, SERGEANT "CH", A
CZECH PATRIOT FLIER, FIGHTING
WITH THE BRITISH R.A.F.















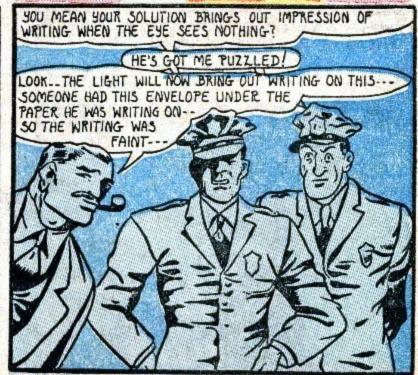


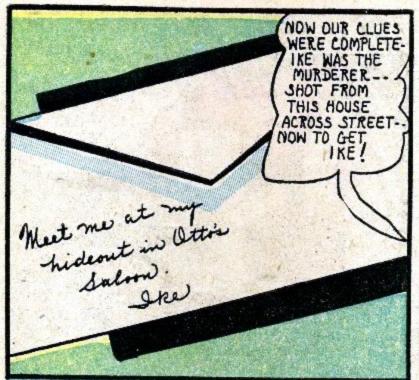




















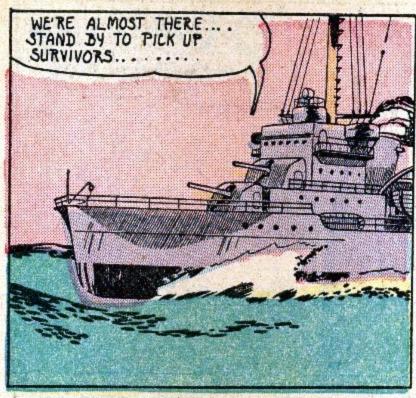




ONE DARK NIGHT IN THE ATLANTIC, A TORPEDO CRASHES INTO THE HULL OF AN UNARMED MERCHANT SHIP.





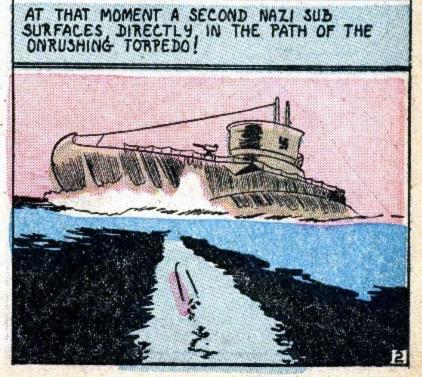






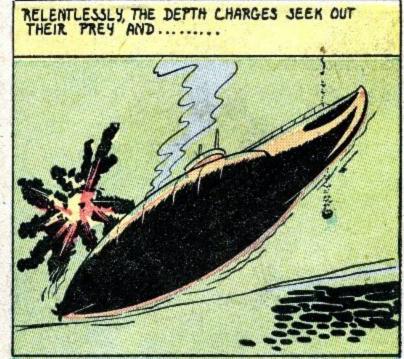




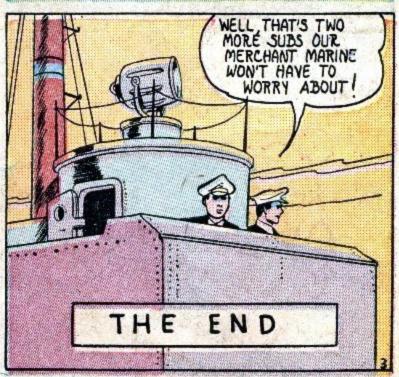


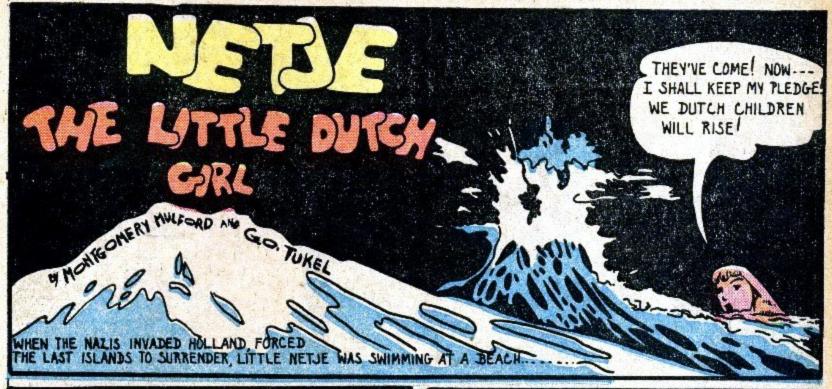
























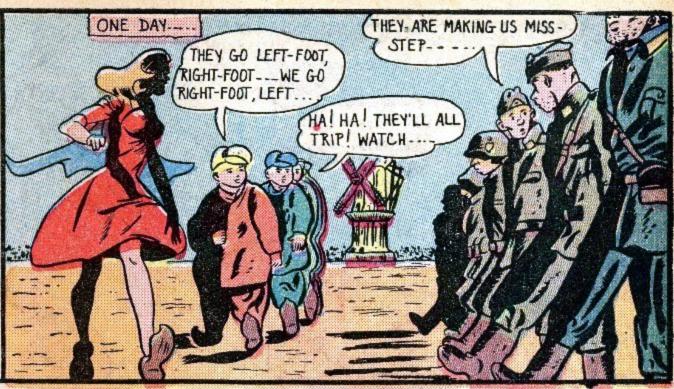






































## Here's the Greatest BILLFOLD BARGAIN in all America Your LODGE Emblem or Army or Navy Insignia and Name Engraved in 23K, Gold -Absolutely FREE Special Introductory Offer DENTIFICATION CARD NATIONAL H.S. Sander & /or dvertising Agency tational Policy No. 052 1200 une 22nd 1943 See Other Side Cincego: III Genuine Highest Quality Leather Want Talls Gift In a National Survey of Service Men just completed, 67% of all men interviewed said that a leather billfold with the proper intignia made a "swell" gift **ELACK CALFSKIN** De Luxe VALUE Your Choice of Emblems, NAME, ADDRESS, and Social Security Number Engraved in GOLD—Absolutely FR When closed, this handsome Billfold has the soft velvety feel you find only in quality Calfskin. Your Lodge Emblem or Army, Navy, Marine or Air Corps insignia and name are beautifully embossed in 23 karat gold on the face of the Billfold. Due to difficulty in obtaining choice leather because of war conditions, the supply of these Billfolds is limited. Remember, if you Here, without a doubt, is positively the greatest Billfold and Pass Case Bargain that you'll be likely to see for a good many years to come. For high quality Calfskin Billfold, beautifully engraved in gold, with your Lodge Emblem, or Army, Navy, Marine or Air Corps Insignia and name, you would expect to pay up to \$4.50 and consider it a marvelous buy. If you name, you would expect to pay up to \$4.50 and consider it a marvelous buy. If you take advantage of this sensational introductory offer, you can get this superb genuine Calfskin Waller and Pass Case for only \$1.95, and we will send you absolutely free a specially designed three-color lifetime Identification Plate, which carries your Social Security Number, your Name and Address or your Army Draft Number. This fine grain Calfskin Bilifold must actually be seen to be fully appreciated. Besides the spacious compartment at the back which can be used for currency, checks, papers, etc., it has four pockets, each protected by celluloid to prevent the soiling of your valuable membership and credit cards. these Billfolds is limited. Remember, if you send your order promptly, we will include, absolutely FREE, a beautiful identification Key Tag and Gilt Chain to match, all hand engraved with your Name, Address, City YOUR INITIALS and State. If after receiving your Billfold and Free gift, you don't positively agree that this is the most outstanding bargain you have ever come across, return them to us and your money will be cheerfully re-funded in full. Send your order today without fail, so you won't be disappointed. 510 N. DEARBORN ST CHICAGO, TEL DEL 3623 Rush This Coupon For This Once-In-A-Lifetime Bargain! his beautiful three-color lifetime iden-ification Plate carries your full name, durest and social security or draft num-er exactly the way you want it. bept. 134M5# W. Hillofs Mt. Thicago. If you want a LODGE, or ARMY or NAVY Insignia, state name here...... Centlemen: I enclose \$1.98. Please send me a Genuine Caliskin Billfold with my name and choice of Emblems, engraved in 25k gold. Include, absolutely free, a life time Identification Plate carrying my full Name and Social Security Number, or Draft Number. Also include FREE an Identification Key Tag and Gift Chain to match, all hand-engraved with my Name, Address. City and State. My Pull Name.....(Picase print clearly) City ..... State ..... Also FREE if you order at once we send you this beautiful hand segraved with your name, address, eity and state. Will last a lifetime. Social Security Number ...... Army Draft Number ...... Please ship the above C.O.D. for \$1.98 plus a few pennies postage and C.O.D. charges.



BASEBALLS

KNIVES FISHING EQUIPMENT

SCOUT EQUIPMENT

STERNO STOVE - GAMES

MODEL AIRPLANES

P STAMPS - ATHLETIC CLIP COLL-

## Here's How To Start!

Let me start you earning money, prizes and War Stamps right away. It's easy. It's fun. All you have to do is deliver Collier's Magazine (one of the most popular weeklies in America) to customers whom you obtain in your own neighborhood. Will take only a few hours of your spare time and will not interfere with school or play. Just fill out the coupon or write me a penny post card to let me know you want to start at once. My address is: Mr. Jim Thayer, Dept. 992, The Crowell-Collier Publishing Company, Springfield, Ohio.

HOW would you like to have a real working model of the famous BOEING FLYING FORTRESS! Man alive, it's a honey! You can build this plane yourself-then fly it! Think of the thrill you'll get when you send her into the blue for the first time. Can't you see those four propellers flashing in the sun as your FLYING FORTRESS heads into the wind—climbing higher and higher, then leveling off—headed straight for her target? You bet it's a thrill. All parts cut out and ready to assemble. Wing span, 32 inches. A real he-man flying model.

But that's not all! SEND FOR MY PRIZE BOOK TODAY. It's packed from cover to cover with the kind of prizes you've always wanted. A wrist watch, woodsman axe, camera and games. A fishing kit, complete with rod and reel and all the fixings, and best of all-War Savings Stamps. All these things will come to you as a successful Crowell Junior Salesman. Your own business—cash profits, and many swell prizes. START TODAY. CUT OUT AND MAIL THE COUPON TODAY.



Mr. Jim Thayer, Dept. 992 The Crowell-Collier Publishing Company Springfield, Ohio

Dear Jim: I want to claim same of your wonderful prizes Start me at once and tell me how to earn cash and War Savings Stamps,

Address





AS YOU RECEIVE IT



AS IT GROWS FOR YOU



EACH TIMY PLANT PRODUCES THIS

apt action. It will grow in your room pinned to the window curtain. This leaf grows a small plants may be detached and posted if desired. When planted in earth, it grobeautifully. The blooms may be cut and dried and they will hold their beauty for tudied by some of our leading Universities and is rating very high in plant evolution.

### HERE'S WHAT WEATHER HOUSE OWNERS SAY-

weather is going to be. We certainly think the Weather House is marvelous." Mrs. I. S., Amster-Please rush A new Weather House is marvelous." Mrs. I. S., Amster-Please rush A new Wester-

s. Ohio.
same runh 6 more Weather Houses. I want to give
m away as gifts. They are wonderful.
Mrs. I. F., Booth Bay Maine

"I new your Weather House at a friend's home and the way they raved about it. I decided to order one for myself "—Mrs. L. R., Chicago, III

"Ever since I got my Weather House I've beer plan my affaire a day ahead. It's wonderful Mrs D.L.B., Shenandoah.

Almost every day of your life is affected in some way by the weather, and it's such a satisfaction to have a reliable indication of what the weather will be. With the "Swiss" Weather House and easy-to-read thermometer you have an investment in comfort and convenience for years to come. The Weather House comes to you complete and ready to use. Ideal for gifts and bridge prizes. It will bring new pleasure to everyone in your family. The price is only \$1.09 C.O.D. You must act now to secure this price.

## DOUBLE VALUE COUPON - MAIL TODAY

The Weather Man, Dept. NB 29 East Madison Street, Chicago, Illinois

### 10 DAY TRIAL COUPON

Send at once (1) "Swiss" Weather House and Free Good Luck Leaf. On arweather House is guaranteed to work accurately. Also I can return the weather house for any reason within 10 days and get my money back.

Send C.O.D. 
1 enclose \$1.09 You Pay Postage. Two for \$2.98

Name(Please print plainly)	
Address	
City	State



# How to Make YOUR Body Bring You FAME



## Will You Let Me Prove I Can Make You a New Man?

I KNOW what it means to have the kind of body that people pity! Of course, you wouldn't know it to look at me now, but I was once a skinny weakling who weighed only 97 lbs.! I was ashamed to strip for sports or undress for a swim. I was such a poor specimen of physical development that I was constantly self-conscious and embarrassed. And I felt only HALF-ALIVE.

But later I discovered the secret that turned me into "The World's Most Perfectly Developed Man." And now I'd like to prove to you that the same system can make a NEW MAN of YOU!

## What "Dynamic Tension" Will Do For You

I don't care how old or young you are or how ashamed of your present physical condition you may be. If you can simply raise your arm and flex it I can add SOLID MUSCLE to your biceps—yes, on each arm—in double-quick time! Only 15 minutes a day—right in your own home—is all the time I ask of you! And there's no cost if I fail.

of you! And there's no cost if

I can broaden your shoulders, strengthen your back, develop your whole muscular system INSIDE and OUT-SIDE! I can add inches to your chest, give you a vise-like grip, make those legs of yours lithe and powerful. I can shoot new strength into your old backbone, exercise those inner organs, help you cram your body so full of pep. vigor and red-blooded vitality that you won't feel there's even "standing room" left for weakness and that lazy feeling! Before I get through with you I'll have your whole frame "measured" to a nice new, beautiful suit of musele!

### Only 15 Minutes A Day

No "its," 'ands" or "maybes,"
Just tell me where you want handsome, powerful muscles. Are you fat
and flabby? Or skinny and gawky?
Are you short-winded, pepless? Do
you hold back and let others walk
off with the prettiest girls, best
jobs, etc.? Then write for details

about "Dynamic Tension" and learn how I can make you a healthy, confident, powerful HE-MAN.

"Dimanic Tension" is an entirely NATURAL method. Only 15 minutes of your spare time daily is enough to show amazing results—and it's actually fun. "Dynamic Tension" does the work.

"Dynamic Tension!" That's the ticket! The identical natural method that I myself developed to change my body from the scrawny, skinny-chested weakling I was at 17 to my present super-man physique! Thousands of other fellows are becoming marvelous physical specimens—my way. I give you no gadgets or contraptions to fool with. When you have learned to develop your strength through "Dynamical Tension," you can laugh at artificial muscle-makers. You simply utilize the DORMANT muscle-power in your own body—watch it increase and multiply into real, solid LIVE MUSCLE.

MUSCLE.

My method—"Dynamic Tension"—
will turn the trick for you. No theory
—every exercise is practical. And,
man, so easy! Spend only 15 minutes
a day in your own home. From the
very start you'll be using my method
of "Dynamic Tension" almost unconsclously every minute of the day—
walking, bending over, etc.— to
BUILD MUSCLE and VITALITY.

## FREE BOOK "Everlasting Health and Strength"

In it I talk to you in straight-fromthe-shoulder language. Packed with inspirational pictures of myself and pupils—fellows who became NEW MEN in strength, my way. Let me show you what I helped THEM do. See what I can do for YOU! For a real thrill, send for this book today. AT ONCE. CHARLES ATLAS, Dept. 338B, 115 East 23rd Street, New York 10, N. Y.



Holder of title,
"The World's
Most Perfectly
Developed Man."
As he looks today, from actual
untouched snapshot.

Mail Coupon For My FREE BOOK

### CHARLES ATLAS, Dept. 338B.

It seast 23rd St., New York 10, N. Y. Y. I want the proof that your system of "Dynamic Tension" will help make a New Man of me—give me a healthy, lusky body and big muscle development. Send me your free book, "Everlasting Health and Strength."

Name ....(Please print or write plainly)

Address ....

City State State Check here if under 16 for Booklet A.

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KIDNAPPING! THEY DEMAND HUGE RANSOMS! IF THESE AREN'T PAID, THEY DROP THE VICTIMS INTO THE BLACK PIT. A ROOM PILLED WITH POISONOUS SPIDERS AND SNAKES! THEN THEY RETURN THE DEAD SOLIES. . HORRIBLY BLOATED AND FILLED WITH POISON!



AT THAT MOMENT, IN THE HIDEOUT

I MAFF INFORMATION DOT DER INVENTOR, ROBERT MARMON, ISS A VERY RICH MAN! UND HE HAS A DAUGHTER . . . OKAY, MUBLLER!
HARMON'S DAUGHTER
WILL BE OUR NEXT
LITTLE VICTIM!
HARMON WILL PAY
PLENTY. OR ELSE!



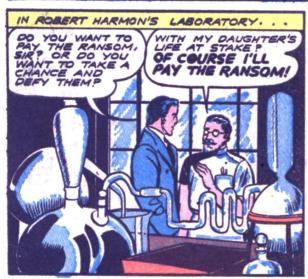




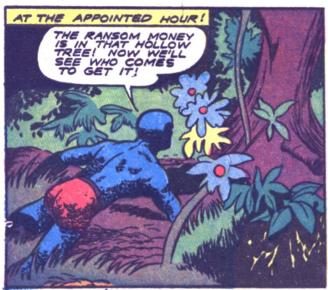












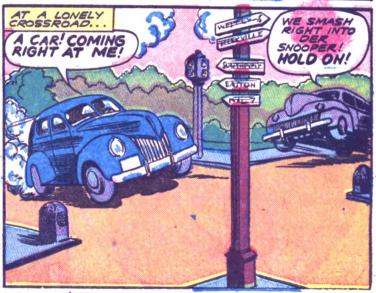








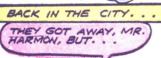








THE SWINE! THEY



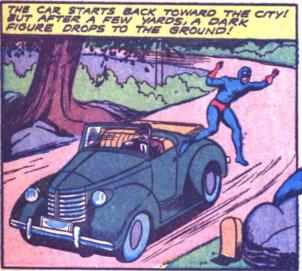


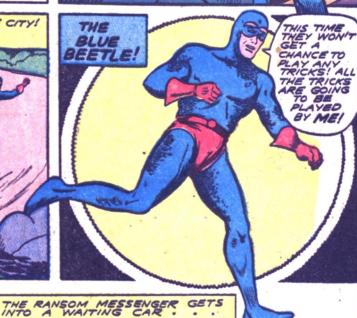






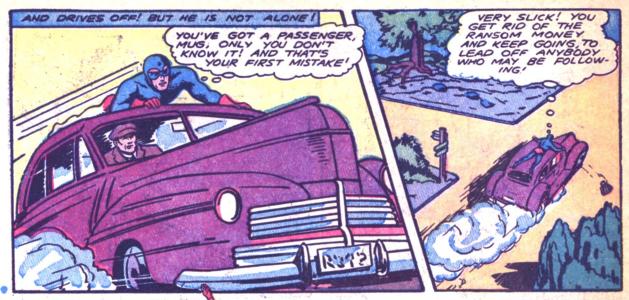












































































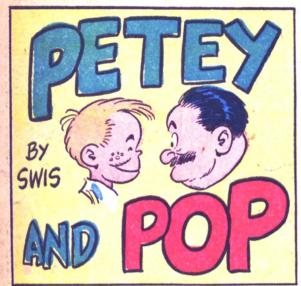




































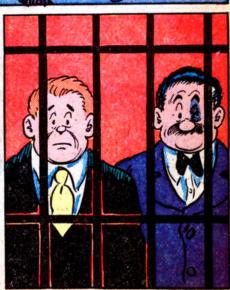




WELL, T'TELL YOU

THE TRUTH-IT WAS

POP SMITH! YOU SEE,

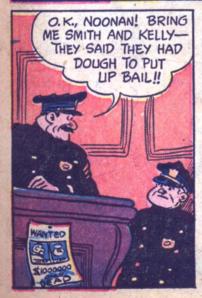
















THE ODDS ARE 12% TO 1 THAT POP SMITH GETS INTO ANOTHER JAM NEXT MONTH!!

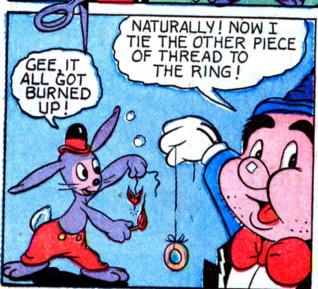


FOR YOUNG AND OLD -SIDNEY LAZARUS VANCE SERVICE









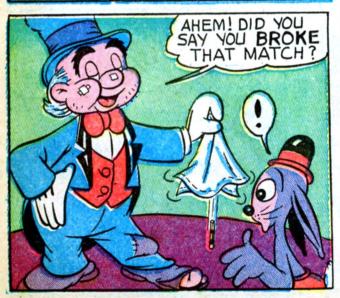








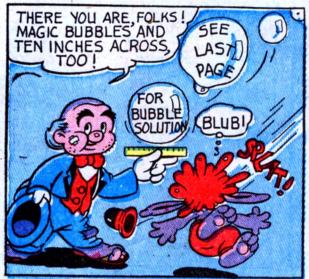


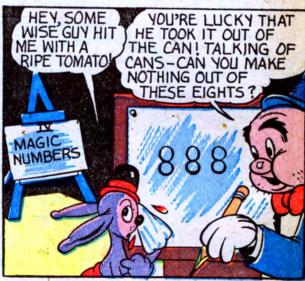






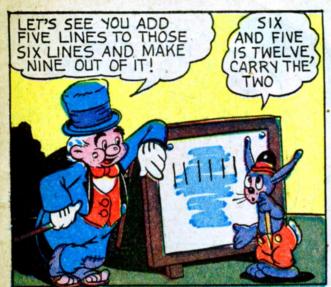










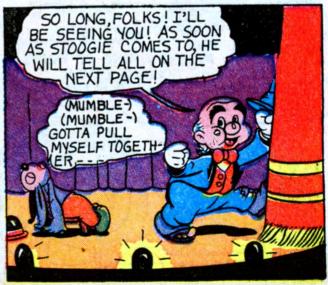
















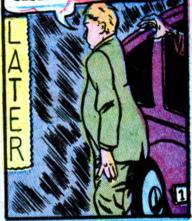
WE KNOW YOU DON'T DABBLE
IN CRIME, MR. DRAW --- THIS
IS THE POLICE COMMISSIONERBUT WE'VE A SUSPECT WE'D
LIKE YOU TO TRACE FOR US --WE WANT HIM, TO PROVE HIS
INNOCENCE!

H'M, A NEW
ANGLE!

SEEMS A MAN WAS MURDERED LAST NIGHT. STABBED WITH OLD WEAPON - VENETIAN DAGGER ... ON STREET! DAGGER HAS FINGERPRINTS OF THE WELL KNOWN PROF. MANSTER - POLICE SAY HE'S INNOCENT, BUT RAN OFF!



I'M TO SEARCH FOR PLACES THE PROFESSOR USUALLY WENT TO -- FIND POSSIBLE CLUES.

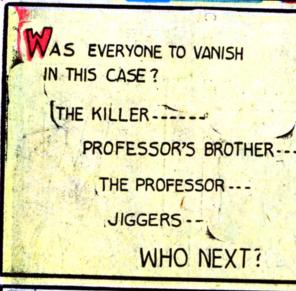


















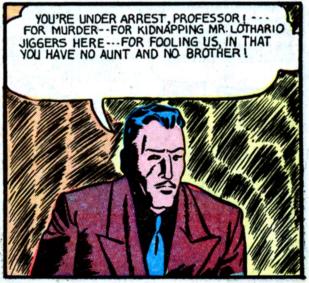






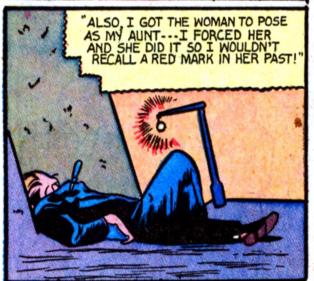




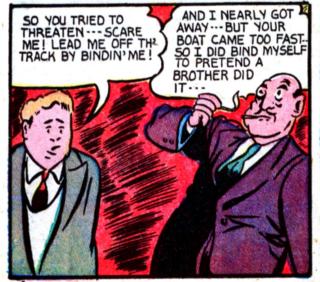












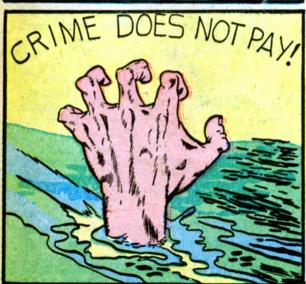














## WILL YOU ALSO FLY SOON?

As we now fly into the "Air Age," will it mean that the airplane will make the auto as much out of date as the auto made the horse and buggy?

Certainly the revolution in transportation that is being wrought by the plane will open up great new careers for hundreds of thou-

sands of boys and girls.

Already the infant aviation industry has become the largest in this country. Probably after the war it will temporarily decline. But at present its size never has been equalled by any other industry in our history. We used to hink that the auto business was colessal. Well, at its all-time peak in 1941 it turned out a mass of products valued at \$3,700,000,000. But compare this with the present aviation production. The figures of the latter are almost astronomical. From \$280,000,000 in 1939, aviation production soared to \$6,400,000,000 in 1942. And the estimate for 1943 is the huge sum of \$20,100,000,000—more than five times automobile production at its peak.

And the President has announced that 1944 production, calculated upon a basis of tonnage, will top 1943's by more than half—by 55% to be exact. As for employment, about 2,500,000 men and women of various skills are at work in our aviation plants and now dependent upon

them for a livelihood.

## What You May Expect

Charles I. Stanton, Administrator of the Civil Aeronautics Administration, stated in an address: "I believe I am not too optimistic in looking forward to having 300,000 civil aircraft within three years of the war's end. . . .

The family plane of the future is not far away. Manufacturers now assure us-and we can accept their assurances, I think—that after the war we shall have small, safe and inexpensive planes costing no more to buy and operate than a medium-priced car. The most revolutionary development in this field is the new Sikorsky helicopter, particularly fitted for getting to the wilder recreation spots in New England. Its inventor predicts that hundreds of these will be performing short-run cab or bus-type services within a few years of the signing of the peace, and that many hundreds of thousands of them will be carrying individuals and their families wherever they wish to go."

## Not So Good

Often we get so infatuated with new inventions that we forget some of their curses. So far, the plane probably has done more damage

than good. Look at the thousands of innocer women and children murdered by airplane piloted by Japs, Nazis and Fascists. Unless the terrible power that can be let loose by the bomber will be controlled by the decent people of this world, some future madman—as bad as Hitler—may destroy the whole world.

We often think that improved gadgets mean progress. But we must not forget that ancient peoples who had none of our modern inventions produced religions, philosophies, art and literature that we have not been able to equal. And without these contributions of these ancient peoples our science and inventions

would not have been possible.

We soon shall have some 3,000.000 men in the air forces of the Army and Navy. Hundreds of thousands will be trained pilots. Many more will be skilled as navigators, mechanics, radiomen, meteorologists, airport and airways engineers. All will be familiar with one phase or another of flying.

What are these men going to do when they return to civilian life? Are they going to be content to remain on the ground again, forgetting all about their fresh and exciting experi-

ence in the air?

Based on his recollections of the aviation-trained boys who came out of the last war Mr. Stanton believes that hundreds of thousands of these men will continue to follow aviation either as a career or as a hobby, provided that it is not made too difficult for them to do this. People are apt to forget that flying involves more than airplanes and pilots. It requires all kinds of visual and radio aids to flying and a vast network of airports.

What is our progress in these two respects? Before the war, the Civil Aeronautics Administration made a nation-wide survey of airports and, with this as a base, conceived a tentative plan for a networks of 4000 ports to serve the more or less immediate needs of the country.

If these airports were evenly distributed throughout the country they would form a checkerboard of 30-mile squares. Of course, in some extensive mountainous or deserted areas airports would not be required and, therefore, these could be applied to the more thickly populated zones.

3000 Airports

The war, of course, has caused many shifts in this plan. To date, approximately \$400,000,000 has been appropriated by the Congress for the National Defense Airport Development Program, which is limited to the development and improvement of sites designate.

nated as essential to the war effort and approved by the Secretaries of War, Navy, and Commerce. All of the appropriation is now either allocated or encumbered.

At the present time there are almost 3000 classified airports in the country-1000 short of the pre-war plan. Altogether, these airports could probably handle 300,000 airplanes, but an immense amount of construction would be required for facilities for housing and servicing. Recent development necessarily has been concentrated largely upon the larger fields. As a result, there has been an eleven-fold increase in the number of our major civil airports, with paved runways at least 3500 feet long and capable of handling the large transport craft. Whereas we had only 76 such fields two years ago, we now have 865. Nor does this number include many large airdromes built solely for military use.

We have 1238 Class I airports, the lowest category, which are those having unpaved runways 1800-2500 feet long and at least 300 feet wide. We have 905 Class II ports, each of which has paved runways between 2500 and 3500 feet long. These fields are situated, for the most part, near smaller cities and larger towns. We shall have to have many more of this class if flying is to become general. Nor can we say that we have enough larger ports, for those in many of our major cities already are overcrowded.

The recent phenomenal growth in aviation is further reflected in the growth and operations of the Federal Airways, which now total 35,000 miles within our continental boundaries, a 700 per cent increase since 1927. Their length has almost doubled since 1932. Traffic along the airways is increasing at an astonishing rate. Recorded movements along the official skyways were 6,000,000 during 1942. During the past year they surpassed 13,000,000. This growth will continue upward despite a probable slight dip immediately after the war.

## Half Million Planes

We expect that by 1950 we shall have in this country at least a half million private, commercial, and military planes in active service. Compare this with the fact that at the end of 1941 we had in the entire country less than 25,000 licensed civil aircraft.

"I believe I am not too optimistic," says Mr. Stanton, "in looking forward to having 300,000 civil aircraft within three years of the war's end."

Fortunately, our airways, unlike those of Europe, have been designed for mass traffic. Our radio and other control equipment is of the best, and we can count on our scientists and inventors to keep our lead in this respect.

After a study of all other airways systems. Canada and Australia chose to build theirs on the American model. The Canadian airways are so closely integrated with our own continental and Alaskan systems that the three virtually form a vast continental system, covering all territory north of the Rio Grande. General Carranza, Director of Civil Aviation of Mexico, has declared his intention of extending a similar system throughout Mexico. He has expressed the belief that the Central American countries might do likewise, and that we could well contemplate a continental airways system extending from the Bering Sea to the Canal Zone. Radiomen and airways engineers of the CAA not only are improving and extending our domestic skyways but are co-operating with the armed forces in establishing routes across the seas to all the other continents.

## Super-Radio Stations

We recently have installed four intercontinental super-radio stations which in their combined range blanket the world, providing direct communication from our shores to an American plane in flight anywhere on the globe. The major units are located at New York, New Orleans, San Francisco and Honolulu, with supplementary stations at Seattle, Anchorage and many of the Pacific islands. Such are the unseen aids upon which air transport is built.

Today, commercial airlines and our Army and Navy Transport Services are making 500 flights a week across the North Atlantic, and this is just a beginning. Every day new routes are being pioneered, and with the coming of peace many more will be opened up for the transport of cargo and passengers.

Day after day, on routine clock-like schedules, the men of the Army's Air Transport Command are flying our global skyways with tons of vital military supplies for our worldbased fighting forces.

For example, they've flown snowplows to Alaska and gasoline trucks to Labrador. The tank trucks were cut in half for shipment by Liberator Express and welded together again at their destination. It is estimated that more than 30,000 wounded men have been flown from field to base hospitals by Liberator Express transport planes, some of which have flown as much as 10,000 miles in five days.

Medical supplies have been flown to North Africa in 27 hours; bomb fuses to Britain in 17 hours; aircraft engines to China in 37 hours; blood plasma to Australia in 35 hours; precision tools to Russia in 24 hours; mail to Iceland in 13 hours, and ammunition to India in 43 hours.

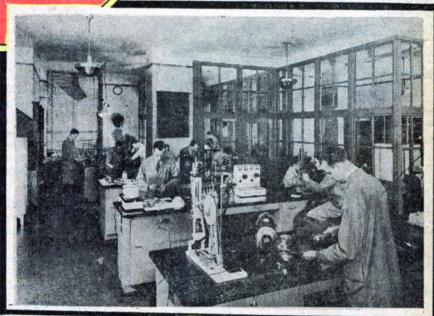
# CASES OF AGE INFINITION OF AGE

ALTHOUGH THE P.B.I. HAS INVESTIGATED 11,534
CASES OF SUSPECTED SABOTAGE SINCE 1940, THE DAMAGE INFLICTED BY THE GERMAN SPY SYSTEM IN THIS
WAR HAS BEEN FAR LESS THAN THE \$150,000,000
DAMAGE PILED UP BY THEM IN WORLD WAR I. THEN,
PLENTY OF SHIPS WERE RUINED BY BOMBS, AND
MUNITIONS AND BRIDGES BLOWN UP.
THE GREATER SUCCESS OF THE P.B.I.

MEN NOW IS PARTLY DUE TO THEIR LONG
KEEN STUDY OF THE GERMAN SPY SYSTEM.
OUR G-MEN NOW KNOW MOST OF THE TRICKS
OF OUR ENEMIES AND CAN OUTSMART THEM.

ALSO, THE FB.I. NOW HAS MORE EFFECTIVE FEDERAL LAWS TO COPE WITH SABOTEURS AND SPIES.

TECHNICIANS AT WORK IN THE CHEMICAL SECTION OF THE TECHNICAL LABORATORY, FEDERAL BUREAU OF INVESTIGATION, UNITED STATES DEPARTMENT OF JUSTICE

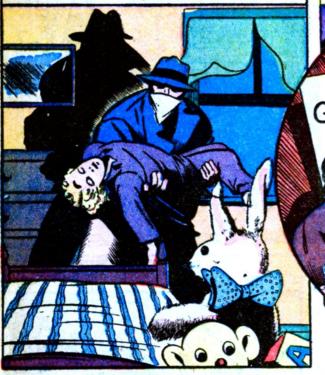


THE SPECTACULAR SUCCESS IN RECENT YEARS OF THE F.B.I AGAINST CRIMINAL GANGSTERS HAS PREPARED THE GMEN TO ACHIEVE STILL GREATER SUCCESS AGAINST THE FAR MORE POWERFUL NAZI GANGSTERS.





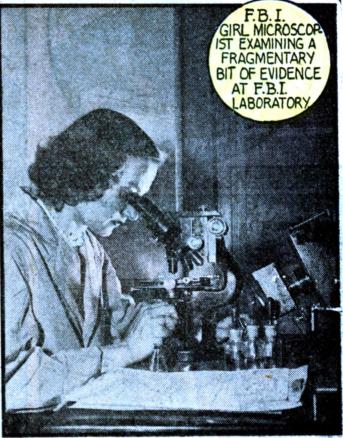




SO COMPLETELY HAS THE E.B.I. BROKEN UP THE FORMER KIDNAPPING TERROR, THAT DURING PAST FISCAL YEAR THERE WAS NOT A SINGLE CASE OF KIDNAPPING FOR RANSOM.



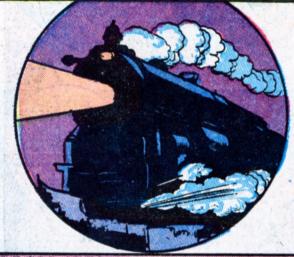








HAD NOT AN ALERT ENGINEER BROUGHT A TROOP TRAIN GRINDING TO A STOP, HUNDREDS OF SOLDIERS WOULD HAVE BEEN DASHED TO THEIR DEATHS.



THE F.B.T. IDENTIFIED HIM BY HIS FINGERPRINTS AND OTHER EVIDENCE FOUND IN HIS VARIOUS HIDEOUTS.



THE NEXT MONTH THIS SABOTEUR DESTROYED TWO RAILROAD SECTION HOUSES AND THREE REFRIGERATOR CARS.





A TIP FROM ATRUCK DRIVER RESULTED IN THE ARREST AND IDENTIFICATION OF HEINRICH ROEDEL, A BURLY ARSONIST.



A WAREHOUSE OF THE RICHMOND SHIPBUILDING CO. SAN FRANCISCO, WHERE LIBERTY SHIPS ARE BUILT FOR THE U.S.A.



ROEDEL HAD BEEN EMPLOYED IN THE RICHMOND SHIP-YARD BUT HAD BEEN ARRESTED AS A GERMAN ALIEN WITH A PAST CRIMINAL RECORD.



ROEDEL
HAD ESCAPED
FROM CUSTODY
AND HAD RETURNED
TO SEEK REVENGE.
HE GOT 30
YEARS IN A
FEDERAL
PRISON.





AT THE
CROWN CORK
AND SEAL CO.,
BALTIMORE,
BOYD STALNAKER DISCOVERED
THAT THE
HOSE OF 15
FIRE EXTINGUISHERS
HAD BEEN





A YOUNG SELF-APPOINTED HITLER AGENT, R.J. KINTNER OF ELYRIA, OHIO, MADE HIS OWN DE-CLARATION OF WAR ON THE UNITED STATES.

I BIND MYSELF BY PERSONAL CATA TO CONTEND UNTIL DEATH ANY FORCES OF THE UNITED STATES OF AMERICA.



ARMED WITH A RIFLE, KINTNER WENT TO THE N.Y. CENTRAL R.R. TRACKS NEAR HIS HOME ON MAY 7, 1942 AND ENTERED A CON-CRETE RELAY HOUSE WHICH CONTROLLED RAILROAD SIGNALS.



HE FIRED AT THE BATTERIES AND CONTROL SWITCHES FOR THE SIGNAL SYSTEM. THIS SLOWED BUT DID NOT STOP FREIGHT BEARING WHAT KINTNER THOUGHT WERE SHIPMENTS OF ARMS TO THE ALLIES.



KINTNER DETERMINED TO SHOOT THE TRAIN ENGINEERS AND ONE NIGHT DID HIT ONE.

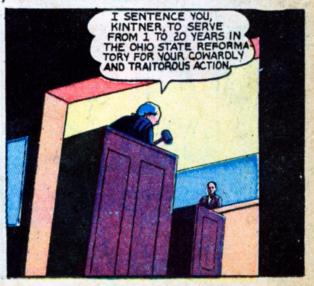


FOLLOWING DAY, KINTNER ATTACHED A WHITE FLAG BEARING A SWASTIKATOA POLE, RETURNED TO THE RELAY HOUSE AND BARRICADED HIMSELF UNDER IT.



BUT BECAUSE THE SHOT HE HAD FIRED THE DAY BEFORE HAD INJURED THE ENGINEER, OFFICERS SOON CAME.





ARREST AND CONVICTION OF M.W.ETZEL IN NOVEMBER 1941, FOR DAMAGINE AIRCRAFT MANUFACTURED FOR THE U.S. ARMY, WAS THE FIRST SABOTAGE CASE INVESTIGATED BY THE F.B.I.



THE P.B.T. INVESTIGATION SHOWED THAT 34 ACTS OF SABOTAGE WERE COMMITTED ON 24 BOMBERS BETWEEN JUNE AND SEPTEMBER.



POLIGE



AN INVESTIGATION OF THE EMPLOYEE'S WORKING THE BOMBERS, TOGETHER WITH A SCIENTIFIC EXAMINATION OF THE DAMAGED PARTS AND THE TOOLS THEY USED LED TO ETZEL.



AT A FEDERAL COURT IN BALTIMORE, MD., ETZEL WAS SENTENCED TO 15 YEARS IMPRISONMENT.

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
A EDGAR HOOVER DIRECTOR

### EIGHT GERMAN SABOTEURS



GEORGE JOHN DASCH



ERNEST PETER BURGER



RICHARD QUIRIN



HEINRICH HARM HEINCK



EDWARD KERLING



HERBERT HANS HAUPT



WERNER THIEL



HERMANN OTTO NEUBAUER

## COASTGUARDSMAN WHO REPORT-ED NAZI SABOTEURS AWARDED LEGION OF MERIT.

SECRETARY OF THE NAVY, FRANK KNOX, HAS CONFERRED THE LEGION OF MERIT UPON JOHN C. CULLEN, BOATSWAIN'S MATE, U.S.C.G., 22-YEAR OLD COASTGUARDSMAN, WHO SOUNDED THE ALARM WHICH LED TO THE CAPTURE OF THE NAZI SABOTEURS WHO LANDED ON THE BEACH NEAR LONG ISLAND, NEW YORK THE NIGHT OF JUNE 13, 1942.



## THE ABOVE SPIES CAME IN A GERMAN SUB AND LANDED ON LONG ISLAND AND FLORIDA. THE F.B.I. CAPTURED ALL. DASCH GOT A 30-YEAR SENTENCE; BURGER A LIFE SENTENCE; AND THE REST, THE ELECTRIC CHAIR. THEY HAD ENOUGH EXPLOSIVES ETC. FOR

A 2-YR. SPY DESTRUCTION JOB IN THE U.S.A.
HAUPT'S CASE WAS LIKE WITZKE'S IN
WORLD WAR I, BUT WITZKE COMMITTED HIS
SABOTAGE, WHEREAS HAUPT FAILED.
HAUPT-AMERICAN EDUCATED-WENT TO
JAPAN AND THEN, ON A BLOCKADE RUNNER, TO GERMANY WHERE HE GOT
SABOTAGE TRAINING FROM
THE HIGH COMMAND.

## HIRAM WAS HIS NAME! BY HECK













CLUB N

















SAW MILEY CARRYING A MAN TO A CAR...WILEY SEEMED SURPRISED TO SEE ME.

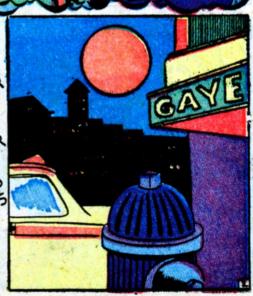
WILEY TOLD ME THE FELLOW WAS DRUNK AND HE WAS TAKING HIM HOME... BUT I HAVEN'T SEEN HIM SINCE!...I'M SURE HE'S DEAD.





DON'T SAY A WORD TO ANYONE...FIND OUT ALL YOU
CAN AND WE'LL MAKE IT VERY
ON THE PAPER BECAUSE
MY LIFE WON'T BE
WORTH MUCH AROUND
HERE.



















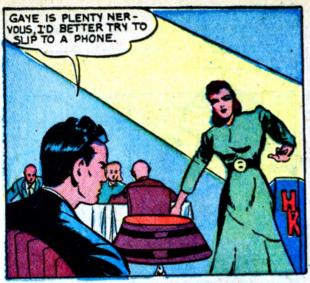
































## GET IN THE SCRAP!

SAVE ALL THE WASTE PAPERS AND MAGAZINES POSSIBLE. TURN THEM IN TO THE SCRAP SALVAGE DRIVE.

REMEMBER!

IF YOU WANT TO KEEP READING COMIC MAGA-ZINES, START SAVING OLD MAGAZINES AND WASTE PAPER. YOU CAN ALSO
EARN EXTRA MONEY
BY SELLING THIS
WASTE PAPER YOU
COLLECT TO YOUR
WASTE-PAPER
DEALER.

## AMERICAN

BOYS AND GIRLS

PAPER IS A VITAL NECESSITY FOR OUR WAR MACHINE. DUE TO THE MANPOWER SHORTAGE AND LACK OF TRANSPORTATION FACILITIES OUR PAPER STOCK IS AT AN ALL TIME LOW!

HERE'S WHAT YOU CAN DO TO HELP ...

TAKE ALL THE WASTE PAPER YOU COLLECT TO ....

- 1. CHARITABLE ORGANIZATIONS
- 2. THE RED CROSS
- 3. SCHOOLS
- 4. BOY SCOUTS
- 5. LOCAL SALVAGE COMMITTEE

OR CALL ANY

WASTE PAPER DEALER

IF THE PAPER SHORTAGE IS NOT RELIEVED BY YOU, THERE WILL BE NO MORE COMIC MAGAZINES PRINTED IN THE UNITED STATES!



Every scrap of paper counts!

